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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Bulgaria	REPORT	
SUBJECT	The Railroad Car Shops at Dryanovo	DATE DISTR.	22 January 1954
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PLACE ACQUIRED		REFERENCES	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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Location (figures are keyed to Appendix, page 3)

1. The railroad car shops or factory are located along the Dryanovo-Turnovo railroad line (figure A-B), about 700-800 meters northeast of Dryanovo. There is a railroad station for the factory (figure 1) which is 2,500-3,000 meters from the Dryanovo railroad station. The Dryanovo-Turnovo highway passes south of the factory (figure C-D).
2. There are about 20 workers' houses (figure 3) west of the factory compound. The factory property, including these houses, is about 1,500 by 500-600 meters in size. The factory area is about 600 by 400 meters and is enclosed by wire entanglements.

Security

3. An unknown number of Militiamen is stationed at the factory. There is a Militia post at the entrance gate (figure 2). The factory area is lighted by electricity at night to facilitate security controls.

Installations and Production

4. There are three 80 by 50 meter 1-story buildings with skylight roofs. Brakes and heating systems are repaired in one of these (figure 8); carpentry and fitting work is done in another (figure 9); and painting and Morocco work is done in the third (figure 10). There is a 2-story building (figure 7), the first floor of which contains repair shops, and the second floor of which contains the administrative offices. There is an electric power shop (figure 5) and a lathe, drill, and polishing shop (figure 6).
5. There are spur lines all about and inside the buildings. Newly-built cars and cars being repaired are parked in the southern section (figure 11).

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6. The factory has 25 or 30 semi-automatic German lathes, one steam-driven electric generator, an unknown number of borers and drills, "Schlief" polishing machines, "Sheping" honing machines, automatic saws, and planers. There are spray guns in the paint shop.

7. The factory builds and repairs only passenger cars.

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Personnel and Working Conditions

8. The director is a former partisan, Ivan (Inu), from Bulgarens village, Dryanovo Okoliya.

9. There are about 600 workers at the factory. Most of the laborers are from Dryanovo, although some come from the surrounding villages and from Turnovo. Every day a special train for workers runs between Turnovo and the factory.

10. The factory works in one shift from 8:00 a.m. to 12:00 noon and from 1:00 p.m. to 5:00 p.m. There is an "L" shaped building (figure 4) containing a workers' club on the first floor and a dining hall on the second floor.

11. There are no Soviets at the factory.

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LEGEND TO APPENDIX

A-B. Dranovo-Turnovo railroad line.

C-D. Dryanovo-Turnovo road.

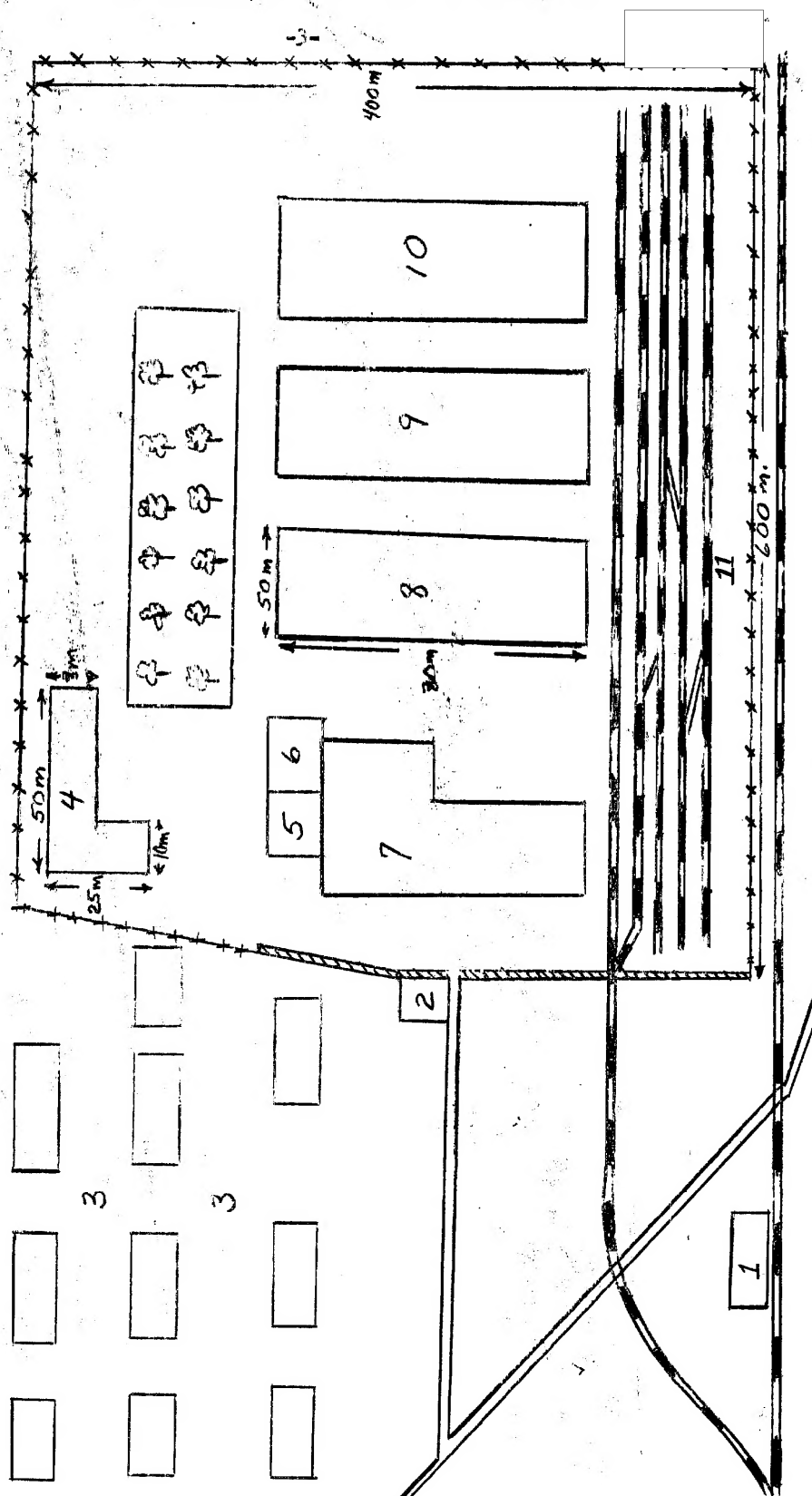
1. Railroad station for the factory.
2. Entrance gate.
3. Workers' houses.
4. Workers' club and dining hall.
5. Electric power shop.
6. Lathe, drill, and polishing shop.
7. Repair shops (first floor) and administrative offices (second floor).
8. Brakes and heating systems repair shop.
9. Carpentry and fitting work shop.
10. Painting and Morocco work shop.
11. Parking for newly-built cars and cars being repaired.

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APPENDIX



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